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[5213] THE MANAGER

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## The Daily Press.

HONGKONG, JUNE 8th, 1910.

For some time past it has become manifest that the Chinese Government will take an early opportunity of again raising the question of the removal of the extra-territorial clauses in the treaties into which she has entered with foreign nations. The question, which is one of salient importance to Europeans and Americans in China, has been so fully discussed that little remains to be said upon it in an abstract point of view. On the one hand, it may be fairly granted that there is an inconsistency in recognising China as within the comity of nations, and thus entitled to be considered and treated as an equal with them, while, on the other, China is denied the right of judicial action over foreigners resident within her boundaries and, according to all recognised principles as applied to civilized nations, under her jurisdiction. Inconsistent, however, as this may appear, common sense has hitherto sufficiently prevailed in the matter to cause it to be recognised, not only by foreign nations, but by the Chinese themselves, that the extraterritorial provisions are reasonable and necessary, and that it would be impossible to apply Chinese laws, especially the criminal law, to Europeans. The plain fact is that though civilized in many directions, the Chinese have retained a good deal of barbarism in criminal administration—even to the extent of still inflicting torture which makes it impossible for Europeans in the country to be subjected to such laws. Even those Chinese who consider that their

own system is in the main desirable, are sensible enough to know that any attempt to apply such laws to foreigners would lead to difficulties, and hence have been willing, though with reluctance, to accept the extraterritorial arrangements. At the same time, the Chinese, not unnaturally, feel that this state of things is a derogation from their position as an independent Power; and from time to time the question has been raised whether the extraterritorial rights of foreign nations could not be done away with. The answer on every occasion has been the same. "Reform your judicial system so as to secure reasonable justice to our people and extraterritoriality will be no longer necessary." The question is, therefore, at the present day, merely one of plain fact, and it must be dealt with very carefully upon that basis. Up to the present, there has certainly not been any such improvement in Chinese legal procedure as could justify foreign nations in giving up the security which they at present have. To meet this, the Chinese promises a reform in their judicial system, and no doubt a movement will be made in this direction. The problem is not an easy one with a people hitherto so much wedded to "old custom" as the Chinese, but, with the forward movement which has of late become manifest, there is good reason to hope that the task of reforming their laws, so as to bring them within European standards, may not be beyond their scope. Indeed, with the logical powers combined in the main with common sense, which are characteristic of the Chinaman in action, whatever he may be in theory, the task is one, for which, if they set themselves to work seriously and honestly, the Chinese are peculiarly adapted. We may expect, therefore, that before many years have elapsed something definite in the way of reform in this direction will be announced. The change has been promised within something like three years, but possibly it might take even longer to devise a workable scheme. Until this is done, it would manifestly be unreasonable to expect foreign nations to give up the extraterritorial clauses. Indeed it would possibly be rash to do so, even when a reformed system was introduced, before ascertaining how such system was applied. Good laws may be badly administered; and it is unfortunately notorious how much unsoundness and corruption has hitherto characterised Chinese legal administration among their own people. The best witnesses on this point are the Chinese themselves, who have, and certainly not without reason, been loud in their complaints. Before the change asked for can be granted, European nations must be satisfied, not only that a reasonable code of laws will be introduced, but that it will be reasonably and impartially administered. In insisting upon this, they will be doing, not an injury, but a great service to China herself. If there is one thing which the mass of the people in China would hail with acclamation, it is such a change in the judicial administration; and if the existence of the extra-territorial jurisdiction brings about this result, they will have every reason to be thankful that such an arrangement had been made. As far as foreign nations are concerned, they would certainly prefer to be relieved of the responsibilities which the system imposes upon them, if they are satisfied that they can forego those responsibilities with the certainty that their nationals will receive even-handed justice.

A belated mail via Siberia was delivered on Monday. We understand that the cause of the delay rests with the postal authorities at Shanghai. Progress on the Kowloon-Canton Railway becomes more marked every day. The terminus at Kowloon Ferry wharf is watched with considerable interest. Telegrams to Tokyo report that the Japanese bluejackets took first place, with Argentine crews second, in the international boat racing competition at Buenos Ayres. At the Magistracy yesterday Mr. E. R. Hallifax fined the coxswain of the steam launch Hai Po \$200 for carrying 94 passengers in excess of his licensed number. Overcome by bilge gas, six men (two Europeans) fell into a coffer dam on board the oil tank steamer Conch of London at Singapore on May 30th. One European lies in hospital in a critical condition with a fractured skull. His Honour the Chief Justice returned to the City by the French Mail on Monday and will resume his office. The Hon. Mr. Ross Davies, who has been acting Chief Justice in the interim, takes up his duties again as Attorney-General. While the caretaker was absent, a thief entered the Chinese temple at Apichka and departed with the keeper's trousers. The caretaker hastened to the nearest pawnshop, arriving in time to find the culprit, wearing his wearing apparel. Mr. Hallifax at the Magistracy yesterday sentenced the thief to two weeks imprisonment and six hours' stocks.

On the 25th ult. seven Japanese newspaper editors left Yokohama for China. They will stay in Shanghai for some time and then make a trip of investigation along the Yangtze. The total output of the Chinese Engineering and Mining Company's three mines for the week ending 21st May amounted to 19,050.49 tons and the sales during the period to 23,630.60 tons. At the Magistracy yesterday Mr. J. R. Wood fined a passenger from Canton by the a.s. Hoiem \$250 for being in possession of a quantity of opium. Another native who was arrested on the steamer Hoi Ming with five table of the drug in his possession was fined \$45. The Daily Mail publishes the final scores in the Empire Shooting Competition. The leaders are Granville College (New South Wales), 816; North London Rifle Club, 810; The Malay States Rifle Club are 31st, Hongkong Rifle Club and Penang 116th. Rear-Admiral H. P. Williams, who has been appointed successor to Rear-Admiral Sir Douglas Gamble as Commander-in-Chief of the Turkish Fleet, was appointed Commodore in charge at Hongkong in 1905. During his active career he has been Naval Attaché in Russia, Turkey, Norway and Sweden. Two Chinese, appeared before Mr. J. R. Wood at the Magistracy yesterday charged with being in unlawful possession of three tubes of oil. Mr. Keldor Harris (of Messrs. Wilkinson & Grist) appeared for the defendants, and the hearing of the charge was adjourned, bail being allowed in the sum of \$40 each. An Italian named Filippo Soaria, who is being conveyed to Italy to answer a charge of murder, was brought before Mr. E. R. Hallifax at the Magistracy yesterday on an extradition application, and was committed to goal pending the decision of His Excellency the Officer Administering the Government. A native who was descending the gangway of the a.s. Kwong Sang with a bundle of clothing on Monday night was detained and questioned by a watchman. While so delayed another passenger left the steamer and claimed the bundle as his. The man who was departing with it appeared before Mr. J. R. Wood at the Magistracy yesterday, and was sentenced to three weeks' imprisonment and four hours' stocks. The Japan Chronicle learns that the Department of Agriculture and Commerce has under contemplation a proposal to enact a law for the prevention of dishonest practices in business competition. The matter is now being investigated by the Patent Bureau, and a Bill is to be introduced to the Diet in the coming session. The object of the legislation is to protect the reputation and credit of produce, and manufactures, to prevent the false declaration of producing places or names, and to check other fraudulent practices, such as selling goods by utilising the credit or reputation of others. The question of an extension of irrigation works has been discussed at great length by the Provincial Assembly of Hunan. At present wooden pumps worked by hands and feet only are used, and it is considered that a saving of time might be effected if more modern methods were adopted. Windmills have been suggested and also pumps worked by oxen, but the general opinion is in favour of the use of electricity. The Chinese Government has decided to purchase a number of simple machinery could be purchased abroad which would meet requirements. The scheme has not yet taken concrete form, but there is an evident desire for improvement. An Indian constable who was on duty in Canton Road, Kowloon, on Monday night, seeing an Annamite approach with a bundle under his arm, walked towards him. The man from Annam dropped the bundle and ran, but was overtaken by the policeman, and with his bundle was taken to the Police Station. There the bundle was found to contain four rifle barrels and a number of cleaning rods. The Annamite was charged before Mr. J. R. Wood at the Magistracy yesterday with being in possession of arms without a permit, and admitted that the arms had been given to him by a friend whose acquaintance he made in Yunnan, and whom he was now going to China to visit. The hearing of the case was adjourned. A further extension of the Navy is to be one of the principal questions in the next session of the Japanese Diet, and the various political parties are said to be making preparations to begin investigations into the question of armaments. We learn that the Constitutional party has decided to appoint a committee to carry out investigations into the position of the Navy, from a financial and diplomatic point of view. Constitutionalists generally maintain the necessity of a further extension of the Navy, but hold that the time, cost and extent of the increase should be carefully considered. As to the Army, they deem it expedient to maintain the existing standard, but are considering a readjustment. Messrs. Thomas Robinson & Fong, Limited, of Rochdale, against American, German, and other British competitors, have secured the whole of the large order for woodworking machinery required for the equipment of the new workshops now in course of construction for the South Manchurian Railway at Shinkai, near Dairen. The order consists of three distinct plants: the woodmill plant for breaking down timber from the log into boards and scantlings, and preparing and manufacturing the heavier timbers of railway carriages and wagons; a plant for the lighter wood and joinery fittings; and a pattern shop equipment. In addition, a shavings and sawdust collecting installation is to be provided in each department. Electric motors will provide the motive power.

A German firm in Brunswick has received an order for the entire equipment of a book-binding factory in the north of China. One of these interested in ordering the machinery is the owner of the premises. A scheme is on foot among the business men of Tokyo for the establishment of an automobile manufacturing company in Tokyo. The promoters are now conducting negotiations with the Automobile Factory at Sankooko, Shiba, Tokyo, with a proposal to purchase its business rights. It is stated that the scheme is backed by the military authorities, and that Lieutenant-General Nagatsuka is keenly interested in the matter. Singapore, which has been called "The Gate of the Pacific," will greatly benefit from the change in naval organisation in the Far East, writes a correspondent of a London newspaper. Its immensely strong strategic position will be greatly enhanced by the completion of the great docks of the Tanjong Pagar Dock Company, owing to the facilities for docking and refitting they will give not only to the mercantile navy, but to the ships of the Royal Navy. The largest dock will be able to take the latest Dreadnought and have something to spare above and below. Should naval matters develop in that direction Singapore may become the headquarters of the Eastern Fleet. Mr. Cheung-Chang Lu, of Ningpo, China, says an exchange, delivered a lecture on the 3rd ult. at the St. Stephen's Public Library, Mile-end, on "The Industrial Development of China." Mr. Lu, who is a student of Sheffield University, said that if Great Britain, the kingdom of liberty and fair play, with its vast Empire, and China, a country of immense natural resources and a hardworking people, would together make a powerful engine of progress in the world. Surely it was time for both countries, which in the past had much bitterness and trouble through misunderstanding, to try to understand one another better. MACAO. (FROM OUR OWN CORRESPONDENT.) MACAO, June 6th. THE ICE FACTORY. Our correspondent was misinformed when he reported that the Macao Ice Company had closed its doors. We are informed by the managing proprietor that such is not the case. The company has no intention of closing its doors or transferring the factory to Canton, where, however, a new company is being floated. The Macao Ice Company continues its business as before. OBITUARY. The death took place yesterday afternoon of Dr. Francisco Xavier Pereira, bachelor of law, at the early age of twenty-six. He was a career of much promise. He had studied and practised in Portugal, and he had the distinction of being the youngest chairman of the Leal Senado. During the two years he held that office the public had little cause for complaint, and his sense of duty permeated the administration. His loss is greatly felt, and when the news of his passing became known his residence was crowded with people of all classes tendering their expressions of regret. The funeral takes place this afternoon. ROYAL HONGKONG GOLF CLUB. The Captain's Cup was played for at the Happy Valley from the 4th to the 6th inst. with the following results: CAPTAIN'S CUP. \* J. G. S. Gauden ... 95-18 77 John Johnston ... 85-4 81 Captain Spicer ... 82-9 83 M. A. Murray ... 91-5 86 S. H. Dutton ... 133-18 115 POOL. † M. A. Murray ... 83-5 78 A. W. W. Walkinshaw ... 79 scr. 79 R. O. Hutchinson ... 82-1 81 J. Hooper ... 103-18 85 \* Winner of Cup. † Winner of Pool. JAPANESE TRAINING CRUISERS. The two cruisers Aso and Soya, belonging to the Japanese training squadron, arrived here yesterday from Singapore and saluted the port and the flags of the warships in the harbour. In the afternoon Rear Admiral Iijima, who was accompanied by Captain Sato (Aso) and Captain Saito (Soya) and his flag lieutenant called on H. H. the Officer Administering the Government, being met by a police escort and conducted to Government House, and later the call was returned by His Excellency. (An unfortunate hitch occurred in connection with the arrangements for the reception of the Admiral. He was to have been received by a guard of honour furnished by the Buffs, accompanied by the band, but owing to some misunderstanding the guard did not arrive until after he had gone. Then the soldiers, waiting for some time before the officer in charge learned that the Admiral had already left, had to be arranged.) To-day the sailors will visit the Tanjong Pagar Dock and will afterwards visit the Indian company's wharf at Kowloon. At night Mr. Connel Funnell will entertain the Admiral and his officers to dinner at his residence. To-morrow Mr. Funnell will entertain the junior officers to dinner at his residence, and on Friday the Japanese Club will hold a reception in honour of the visitors. The Japanese course, which has been kindly placed at their disposal for the occasion, will take place, and an interesting programme has been arranged. It had originally been arranged that the Japanese would have been here last week but it is understood now that they will have on Saturday, and proceed to Hankow, Shanghai, and

## TELEGRAMS

(Protected by the Telegraph Message Copyright Ordinance, 1894.)  
[SENDER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## HAGUE ARBITRATION COURT.

LONDON, June 6th.  
Reuter's correspondent at The Hague telegraphs that at to-day's session of The Hague Arbitration Court Sir Robert Finlay, K.C., opened the case for Great Britain in the British American North Atlantic fisheries dispute. He gave a lengthy exposition of Great Britain's rights under the Treaty of 1818 to control the fisheries.

## POLITICS REVIVED.

LONDON, June 6th.  
A meeting of the Cabinet took place this afternoon, after which Mr. O'Connor [probably Mr. T. P. O'Connor] had an interview with Mr. Lloyd George.

## GERMAN COLONIAL SECRETARY RESIGNS.

LONDON, June 7th.  
Herr Dernburg, the German Colonial Secretary, has resigned. His resignation is attributed to want of sympathy in the reactionary elements of the Government.

## PRINCE FUSHIMI.

LONDON, June 7th.  
Prince Fushimi has left St. Petersburg, and is travelling overland to Japan.

## BIG SHIPPING PURCHASE.

LONDON, June 7th.  
The Japan Royal Mail Steam Packet Company has agreed to purchase the whole of the Pacific Steam Navigation Company's share capital at a price of £25 per share.

## FROM THE "SINGAPORE FREE PRESS."

## MORE RUBBER HOERERS.

## AMAZON—NOT THE CONGO.

Correspondence has been published between the Aborigines Protection Society and Sir Edward Grey. The former wrote on May 11th that nothing in the Congo equalled the horror of some of the acts alleged in the enforced rubber collection by a British Syndicate at Putumayo in the Amazon Valley. The evidence was too revolting to be published. Sir Edward Grey wrote on May 19th that the question was engaging the most serious attention of the Government, who were communicating with the United States as to what course to pursue.

## FROM THE "N.C. DAILY NEWS."

## DEATH OF PROFESSOR KOCH.

LONDON, May 28th.  
The death is announced of Professor Robert Koch, the eminent bacteriologist, at Baden-Baden, from heart disease, at the age of 73.

## SIR EDWARD SEYMOUR.

On 10th April Admiral of the Fleet Sir Edward Seymour reached the aged and distinguished list of the Royal Navy. He has had a long and active career as a naval officer since the great wars. He came to the China Station in the *Calcutta*, flagship of his uncle Sir Michael Seymour, and in her and afterwards in other ships served throughout the second Chinese War. He was in the *Albatross* when she was sunk in the "sharp" action of the "Coke" and took part in the capture of *Chia* and of the *Taku* Forts. In 1860, being still on the same station, he earned the silver medal of the Royal Humane Society by jumping overboard to save a life in a lifeboat infected by sharks. In December, 1897, he came out to China as Commander-in-Chief, with his flag in the *Centurion*. It will be fresh in the memory that on the occasion of the great Boxer rising of 1900 he landed with a strong detachment of his brigade to assist the relief of the Legation at Peking, and that his column was hard put to it to turn back after severe fighting. For his distinguished services in China Sir Edward Seymour received the G.C.B. His retirement gives promotion to Admiral Sir Arthur Fanshawe, who relinquishes the command at Portsmouth to Admiral the Hon. A. G. Curzon. How long he will remain in the active service is not known.

## SUPREME COURT.

Tuesday, June 7th.  
IN SUMMARY JURISDICTION.  
Before His Honour Mr. F. A. HAZELAND (ACTING PRINCIPAL JUDGE).

## ALLEGED FALSE IMPRISONMENT.

The trial of the action brought by Wong Fu Ng, comprador, against Captain A. A. Johnson of the a.s. *Shan On*, was continued before his Honour, and the following jury—J. A. T. Plummer (foreman), J. A. T. Foster and D. Cooper. The claim was for \$1,000 for alleged assault and false imprisonment. Mr. Eldon Potter, instructed by Mr. Davidson (of Messrs. Hastings & Hastings), appeared for the plaintiff, while defendant was represented by Mr. C. G. Alabaster, instructed by Mr. W. E. L. Sheahan (of Messrs. Deacon, Looker & Deacon). Mr. Alabaster, in opening the defence, said that if ever an imprisonment was justified he hoped to show the jury that this imprisonment was. If the plaintiff wanted damages he should bring another action. The jury could not give him the \$60 which he claimed as part of his legal expenses for employing Mr. Davidson to do anything at the Police Court. It was quite true that when a person was wrongfully imprisoned he could recover any expenses he was put to in getting himself out. That was to say, if he chose to bring *habeas corpus* proceedings, and not out of his own pocket. Mr. Potter said his client was entitled to the \$60 by way of special damages. His Lordship—Supposing the case goes against you altogether? Mr. Potter—Then I cannot recover anything. Mr. Alabaster said if the defence was justified the plaintiff would get nothing, but even if it was not justified he could get no damages. When a man was brought before a Court and charged with a certain offence, and acquitted, no one could bring the same charge against him, but anybody against whom he brought a charge could tell the truth even if he repeated evidence contained in the former case. Mr. Potter—Does my friend suggest that all the passengers on board the ship were imprisoned? Mr. Alabaster said a definition of imprisonment was a person being restrained so that he could not go where he liked. Mr. Potter said power was given to a captain of a ship by Common Law to there and then take such steps as might be necessary to protect his vessel. Mr. Alabaster agreed. A captain was entitled to enforce obedience to his lawful orders by doing as much as was necessary to obtain that obedience and no more. The captain was satisfied in this case by restraining the man's liberty or getting him off the ship. If he had gone further and exceeded the necessity of the case by putting him into irons, there would have been cause of complaint. The man was in custody on board the ship, and put himself there voluntarily, and all the captain wished to do was to hold him there until he could hand him over to the police. The point the jury had to decide was whether the plaintiff obeyed or disobeyed orders. The second justification was a statutory one under the Merchant Shipping Act. If a passenger on a British ship wilfully obstructs and impedes the crew in the execution of their duty, the captain is entitled to detain that person and hand him over to be tried before a magistrate. Anybody could arrest anybody else to stop a breach of the peace, and Counsel thought, when the jury heard the evidence he was going to call, that they would have no doubt a breach of the peace had been committed on board the ship. Referring to the facts, Mr. Alabaster stated that this happened in the early morning of the 26th February as the vessel was approaching Hongkong. There was a fog and the steamer went aground just outside Capetown. Cargo was shifted, the engines were reversed, and everything that could be done was done, but they could not succeed at this time in refloating the vessel. At about six o'clock a number of Chinese went up on the bridge—among them four of the men who were fined at the Police Court, and two others who spoke in English—and asked the captain to launch. The captain was busy in trying to refloat the ship, and had given them a launch he would have handed the company liable to pay for it, and as he considered it unnecessary he refused. He would tell the jury that the men who approached him did not say they would pay for the launch. They went away, but returned in a few minutes with others, and demanded that the whistle should be blown. This was denied by the plaintiff. The captain again ordered that they leave the bridge, but they continued continually coming and going, sometimes as many as fourteen or fifteen men. At about 8.20 a.m. the ship was floated off, and as they passed Green Island the captain hoisted police flags as a signal for the police to meet the ship. On arrival alongside the wharf there were no police there, but the captain did not open the gates until they came. Then five of the ringleaders of this mutinous and terrifying mob of passengers were given into custody, and one of them was the plaintiff. Defendant was then called to the witness stand, and after giving evidence on the lines of his Counsel's opening statement was cross-examined by Mr. Potter. He stated that the Chinese when they went on the bridge deck, departed when he waved his hand and asked them as Chinese gentlemen to go below. So these mutineers were fairly easily cowed, were they not?—Yes. Do you still say they were mutineers?—Approaching it. Oh, only approaching it now. You nipped the mutiny in the bud by simply waving your hand?—They went away. You had such control of them that by a wave of the hand you nipped the mutiny in the bud?—I wouldn't like to say that. What steps other than waving your hand, did you take to check the approaching mutiny?—Call the police. That was a long time after. What do you suggest was the mutiny?—Their threatening attitude towards me. What steps did you take to check the approaching mutiny?—I had no means at my disposal. Did you take any steps?—I left them alone. Then the mutiny stopped of its own accord?—Yes. Then I don't think you need trouble much more about the mutiny. You had firearms on board?—Yes. And you could have got the Chief Officer to intervene if necessary, as he did on behalf of the company?—Yes. He saved the comprador from assault from fifty men, didn't he?—Yes. And you didn't think it was necessary either to use firearms or to call the first officer?—The use of firearms would not be allowed. Not even for mutiny?—It would be the last resort. But this was not even had enough to involve the aid of the first officer, who had just disposed of fifty men?—It was very serious. But not to be as that?—No, but it would not have been prudent to interfere with them at that time. The hearing was adjourned.



## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:—Hon. Mr. W. Chatham, C.M.G. (Vice-President), Hon. Mr. A. W. Bavin (Registrar-General), Hon. Mr. E. A. Hewitt, Mr. A. Shotton Hooper, Dr. G. L. Williams, Mr. Ng Hon-Tse, Mr. Lau Chu Pak, Dr. F. Clark (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

## REVERSION OF INSPECTOR KELLY.

The Head of the Department submitted a minute relative to the reversion of Inspector S. Kelly to the Sanitary Department.

Mr. HOOPER—Does this increase the staff, sir?

The PRESIDENT—No. We have been one inspector short since the last inspector was transferred to the office of Import and Export, and I have been endeavoring to get another man, but until the report of the working of the Excise Service came in the Government did not wish to have the vacancy filled. However, on Inspector Bullen going on leave, the staff was reduced to 22 instead of the usual 24, so I brought a certain amount of pressure to bear, and as a result Inspector Kelly, formerly of this department, and no longer being required on the railway, reverted to this department.

The paper was laid on the table.

## CEMETERY SITES.

A report was submitted relative to the alignment of the sites in the Colonial Cemetery for the use of the naval and military commissioned officers and civil servants.

The PRESIDENT explained that it was not quite clear from the map prepared which portions had been allotted to the navy, the army and civil servants. Consequently the papers were re-circulated, the committee visited the cemetery and agreed upon the site, as indicated in the report. He thought it would be well, as the Vice-President suggested, to fill in the remaining eastern portion before having any burials in the western portion. It seemed to him useless to start in four different places.

Mr. HOOPER thought the committee's report preferable to the suggested amendment, although he did not oppose it one way or another. The idea was that the naval and military should have their respective areas.

The VICE-PRESIDENT said the difficulty that occurred to him was that there was no apportionment made of the balance of space in the part at present used. The part used hitherto had been allowed to lie idle, and he did not see any sufficient reason at the present time for departing from the arrangement which had hitherto been enforced.

The PRESIDENT thought it would be well to continue the use of the present portion of ground for civil servants and to divide the whole of the other plot between the naval and military.

## A PRESIDENT APPLICANT.

An application was considered for permission to use stall No. 56 in the Central Market for the storage of poultry. The application was accompanied by a petition drawn up by a firm of lawyers.

The PRESIDENT said he thought the Board ought not to encourage these petitions, being brought forward. As members would see from the correspondence, it was forwarded by the applicant's solicitors, and the matter was not one to be put before the Board, although they wanted it to go before the Board. He thought they ought to return the petition, as there could be no doubt about section 75. When there was any question which concerned the Board, he thought members would agree that he had never failed to bring the matter before the Board, and he should be glad to have their support regarding the returning of the petition, which was quite unaltered for. The applicant first went to the speaker, and not being able to get what he wanted, he adopted these tactics.

Mr. HOOPER did not agree that any petition addressed to the Board should be returned without the Board seeing it. He thought, if it was addressed to the Board, that members should be judges as to whether it should be returned and he did not like the way the President put it. He thought an answer should be sent saying the Board had considered it, but he did not think they should allow that the Department should be judges as to whether a petition to the Board should be returned and not brought to the notice of members. He could conceive such a petition, notwithstanding the section to which the President had referred. He would draw members' attention to page 115, the first market by-law, and these by-laws were made by the Board. The one to which he referred stated that market stalls should be classified and set apart by the Board for the sale, respectively, of certain foods, therefore he contended they had a direct interest. If the Head of the Department was to say he was going to let one of these stalls for a purpose other than contained in the by-laws, and so return a petition, he would be out of order.

The PRESIDENT—That is not the point. It is not a question of whether we are going to let it for poultry or anything else. I inform it of the applicant who applied that he could not get it, and when I informed him that it had to go up to tender to be arranged later on, he then sent in this petition. I am not raising the question of whether we shall let it for the sale of poultry or anything else, as that is certainly a matter for the Board. But the applicant says, I want this stall; I cannot get it from the Head of the Department, therefore the Board should let me have it.

Mr. HOOPER—If you have carried out the Ordinance and put it up for sealed tender, I would say at once that the applicant should be informed that the Board cannot deal with it.

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## CORRESPONDENCE.

## HALLEY'S COMET.

(TO THE EDITOR OF THE HONGKONG DAILY PRESS.)

SIR,—Your readers, as well as the members of the Hongkong C.Y.M.C.A., ought to feel very grateful to Mr. Plummer for his very lucid presentation of many points with respect to Halley's Comet published in your issue of the 13th ultimo, not ordinarily familiar to star gazers. There are, however, one or two more not usually mentioned in the text books which may be usefully added. With regard to the orbit the text books usually tell us that the orbit of a body revolving round the sun may be any one of the conic sections circular, elliptical, parabolic, or hyperbolic. This is only partially true of comets, and astronomers speak vaguely of orbits differing only infinitesimally from a parabola or hyperbola, and yet coming round regularly as if moving in a closed circuit. This requires a little explanation not generally given. The orbit of a comet depends upon its original proper motion with regard to the sun. If it has no proper motion it will, of course, fall directly into the central body; on the direction and velocity of the proper motion will depend whether the path be one or other of the conic sections or even partake of the nature of a spiral.

A body falling from an indefinite distance with a definite proper motion will most likely assume a parabolic path. In its descent it will be continually tending to fall into the sun, but on account of its proper motion the direction of its path will be perpetually changing and it will be carried past till its arrival at perihelion; past this the forces of gravity will be reversed; the attractive tendency will gradually become less strong, and the comet will recede until it has gained its aphelion. But all this while the proper motion of the comet will be acting, and its aphelion as regards the centre will be on the other side of the axis of the orbit, though at the same distance as before. Other things being unchanged a new fall in the same direction as at first will begin. The orbit in fact is similar to that made by a graver in the familiar process of engine turning. This is the simplest case; but far more complications may be evolved.

With regard to the composition of the cometary body itself, astronomers are gradually beginning to arrive at some common accord. As Mr. Plummer states, the nearest analogue we can suggest in our present state of ignorance is fire-damp. We know the matter is extremely light—so light in fact that it has eluded all efforts to weigh it. Yet weight it certainly has, because all its motions under the action of gravity are precisely similar to that of even the heaviest under like conditions. But what belongs to a comet as a whole must belong to each individual particle, that is to say, each particle must attract every other particle in proportion to its weight and inversely proportional to the square of the distance, and hence the comet must have mass, and having mass must have its centre of gravity.

When first the cometary body, then, came together in space, before it had come under the influence of external gravity from any other celestial body, it must have consisted of a spherical mass, increasing in density as its own centre of gravity was approached. There is also every reason to believe that the individual particles as they came together would have acquired a motion of rotation round the common centre of gravity. Such at least is the case when particles of air rush into a partial vacuum to form a cyclone; or in a stream of water when we open a plug in the bottom, and so the particles rush together in their efforts to escape.

On the 14th May, for the first time during our customary season of Spring frosts, at about 3.40 a.m., I saw Halley's Comet just before dawn, and as if to make up for its long continued obscurity I was rewarded with an exceptionally clear view. The tail extended in a straight line along the zodiacal stars to a distance of over fifty degrees, and the outline was particularly clear and distinct till the whole mass, nearly two-thirds of the length of the major axis faded into the dawn. As a rule astronomers form the idea that a comet's tail is always turned away from the sun, and the matter of which it is composed is always streaming away in the same direction, have a tendency to draw their comets as fan-shaped, radiating from the nucleus; in the present case the ellipse for two-thirds of its length was perfect, the minor axis being from 4 degrees to 5 degrees across, so that, considering the enormous distance fallen from aphelion the eccentricity was less than one might have anticipated; but is evidently a function of that of the orbit, increasing in quadratic ratio as the distance from head to tail grows under the lessening distance from the sun. This quite agrees with the suggestion which was published, I believe, for the first time, the other day, by the Director of the Manila Observatory, which had been worked out by myself nearly twenty years ago, that our comet as a whole rotates round the nucleus as the focus of an ellipse. This disagrees with the notion that at perihelion the tail of the comet is whirled round through many millions of miles in the course of a few hours, of which there does not seem any recorded evidence. What does happen is that the entire comet approaches the sun in its orbital path, and that at the perihelion the centre of gravity leaves the forward focus, and passes to the after. This is quite in accord with the laws of planetary movement—the comet itself being a microcosm of the entire Solar system.

But if, as the suggestion of the comet being a rotating body necessarily involves, the nucleus and centre of motion be also the centre of gravity, we must believe that one half of the entire mass composing the comet is contained in the almost infinitesimal space in front of the nucleus, while the other half is distributed through the tail. The law here according to the universally recognised laws

of motion being that while each individual particle will pass over equal sectors in equal periods of time, each equi-angular sector will contain an equal mass.

We have little or no evidence to prove that cometary matter is self-luminous; but we have much to indicate that many of the presumed phenomena, e.g., double or multiple tails, are merely the result of reflection. We can see much the same effect in smoke rising from a fire. The curious resemblances seen by many astronomers in their drawings of the coma, may again be paralleled in the reflections from the brightly-turned end of the trunnion of a well-kept gun, or the nose of a rapidly-revolving wheel. But there are a few cases, as at Johannesburg a few months ago, where, owing to the excessive condensation, and the consequent friction of the particles of the coma on approaching perihelion, the comet has been found to glow from its own light so as to be visible in daylight.

Mr. Plummer records his experience of an encounter with a comet on the 13th November, 1866. A similar, but apparently otherwise unrecorded appearance occurred at Shanghai in the early morning hours in November (14th, I think), 1866. Waking up and looking out of a window facing northward I saw the whole of the sky one mass of bright shooting stars, too numerous for calculation, which lasted a couple of hours. I was not at the time interested in the study, and presumed someone else would have noted the phenomenon, so did not at the time record my observations. My own conclusions as to the nature of cometary movements do not, it will be observed, always agree with those generally accepted. They are not, therefore, necessarily incorrect; as yet, except in the growing use of photography, and the spectroscopic, the astronomer possessed of the most powerful instruments is little in advance of one equipped with the simplest of binoculars, or the naked eye. We have to wait, with confidence, however, for future developments.

THOS. W. KINGSMILL.

Shanghai, June 3rd, 1910.

## PRAYING FOR RAIN.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

Canton, 6th June, 1910.

SIR,—With reference to "Sense's" letter in your issue of June 6th, may I be permitted to enquire why he assumes that it is merely Christian prayers that are responsible for the beneficent rainfall? Is "Sense" one of those Christians who sneer at the prayers for rain offered up by Chinese officials in various parts of the Empire as superstitious absurdities, while regarding his own devotions as sacrosanct? I am, yours faithfully,

COMMONSENSE.

## PRAYING FOR RAIN.

(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—"Logic" seems quite annoyed that rain has come, and I suppose he argues its advent is in spite of prayers and not because of them.

If "Logic" is English (which I much doubt), he will remember the mysterious case of Miss Hickman, the lady doctor, who disappeared in London one day about seven years ago and could be found nowhere for many weeks. Special prayers were then offered at St. Margaret's, Westminster, for direction with the result that the dead body of the unfortunate young lady was discovered in a clump of the trees "far from the beaten track" in Richmond Park within 45 hours of the direct appeal to the Almighty to solve the mystery. Enclosing my card, I am, yours faithfully,

"VERB-SAP."

## THE SUNKEN "DEWEY."

While one side of the drydock Dewey is practically afloat or lightly resting on the bottom of Subig Bay the other side is 14 feet in the mud, and how to get her out of it is a proposition the naval authorities cannot solve easily.

"We can get her out," said a naval man to a *Cable News* American representative, "but it will be a long and tedious job. One side of her could be easily floated now, but that would do her good while the other side is in the mud."

It is understood that the divers who have been hard at work on the dock during the past two or three days have attempted to dig away some of the mud in order to get at the valves on the sunken side of the dock, without success. The compressed air pumps, of which there are now three at Olongapo, will be relied upon entirely to get the water out of the tanks. Two shafts in each bulkhead tank will be sunk, one to allow the compressed air to enter and the other to permit the water to flow out. These shafts will have to be made tight so that no water will leak in during the process of the work. Were it not for the Dewey being stuck so deeply in the mud the work of raising her would not be particularly difficult.

In speaking of the possible cause of the accident a high official of the Navy said: "There is no one up to the present time who actually knows just how the drydock Dewey sank. There is considerable conjecture, but the most likely explanation is that one of the pipes connected with the dock may have broken or the water may have leaked in through faulty valves. The theory of corrosion does not seem possible, because a year ago it is understood the valves were overhauled completely and before that had been in perfect condition for two years without being altered. The only way the dock can be sunk, one to allow the compressed air pumps. One is being prepared now at Cavite and will probably be installed in a day or two. It will take many days to get the water out, but the method is a sure one and will probably accomplish the work in time to save a large part of the machinery. However, it will take several weeks of hard work before the Dewey can be lifted out of the mud."

## WRIGHT AND GALT'S "PREMIER."

SCOTCH WHISKY—just the same as you get at home in Scotland.—Advt.

## SHIPPING NOTES.

The Yokohama office of the C. F. R. is in receipt of a wireless message from the R. M. S. *Empress of China*, which left Vancouver on the evening of the 25th ult., reporting all well and that the Commander expected to reach Yokohama at 6.00 p.m. yesterday. At the time the above message was despatched the steamer was 700 miles distant from Japan.

The Yomurti urges the authorities and citizens of Tokyo to speedily start the work of constructing a harbour for Tokyo, irrespective of whether or not the proposed Tokyo-Yokohama canal scheme is taken up. In a few years the Panama Canal will be opened to international traffic, and as a result a good deal of the shipping will be transferred from the Atlantic to the Pacific. It follows, therefore, that merchantmen will flock to any port in Japan where the accommodation is perfect. Facing Tokyo Bay, the capital of Tokyo will be converted into a splendid harbour, and there is every reason to believe that the construction of a harbour in Tokyo will directly benefit the commercial world in the capital, as much as two million tons of goods being transported from Yokohama to Tokyo each year. The Tokyo Journal holds that even if a foreign loan has to be raised, the work of constructing a harbour in Tokyo, which is estimated by some to cost Y.38,700,000, should be started without delay.

In the Yokohama District Court, on the 18th ult., the hearing was resumed of an action instituted by the Kito Gomei Kaisha against the Pacific Mail Steamship Co., claiming damages arising out of a fire on a lighter used for landing cotton for the plaintiff firm from a P. M. steamer. Mr. Iduma appeared for plaintiffs, and Messrs. Akiyama and Ikeda for defendants.

In reply to the claim of plaintiffs, reports the *Japan Gazette*, counsel for defendants contended that the steamship company was under no obligation to pay damages, as plaintiffs had already been reimbursed by the insurance company concerned, in the form of an advance in accordance with the provisions of a special contract concluded between the plaintiff firm and the insurance company.

The hearing was adjourned to June 3rd, when the copy of a similar contract concluded between an Osaka firm and the same insurance company will be produced to the Court by Counsel for plaintiffs.

The returns of shipping and tonnage which passed through the Suez Canal in the years 1907, 1908, and 1909 have been issued as a Parliamentary paper. The returns show that the net tonnage for the past year was increased by 1,774,244 tons as compared with that of 1908, and by 679,093 tons as compared with that of 1907. The increase in the net tonnage had the effect of increasing the gross receipts, which amounted in 1909 to the highest sum ever reached, viz., £120,642,677, as against £108,452,235 in 1908, and £116,000,056 in 1907. The number of vessels which passed through the Canal was 4,267 in 1907, 3,795 in 1908, and 4,239 in 1909, of which 2,651 in 1907, 2,235 in 1908, and 2,551 in 1909 carried the British flag. There was an increase of 1,239,585 tons last year as compared with 1908 in the tonnage of British vessels, which amounted to 9,495,868 tons in 1907, 8,302,802 tons in 1908, and 9,592,367 tons in 1909. During the same period the tonnage of German vessels increased from 2,253,651 tons in 1907 to 2,310,507 tons in 1908, and to 2,381,681 tons in 1909. The percentage of British vessels and their net tonnage increased in 1909 in comparison with 1908, being 60.4 and 62.3, respectively, as against 58.8 and 60.9 in 1908 and 62.1 and 64.5 in 1907. The percentage of German vessels and their net tonnage was 14.2 and 15.6, respectively, as compared with 15.4 and 16.9 in 1908 and 13.6 and 15.3 in 1907, while the percentage of net tonnage of the other maritime nations using the Canal in 1909 remained practically stationary as compared with the preceding year.

The directors of the Peninsular and Oriental Steam Navigation Company announce an interim dividend at the rate of 7 per cent per annum on the deferred stock of the company for the half-year ended March 31.

The Nippon Yusen Kaisha has made an arrangement with the South Manchuria Railway under which they will be able to issue through bills of lading for the under-mentioned places in Manchuria:—Liaoyang, Fengtien (Mukden), Tieling, Kaiyuan, Changchun, Kwantung, and Chien-ching-shan. Shipments for the aforementioned places, will go by steamers of the following lines:—Yokohama-North China Line, twice a month, from Yokohama, Kobe-North China Line, weekly, from Kobe, Korea-North China Line, four-weekly from Kobe.

A company is being formed in Tokyo to construct a canal between Tokyo and Yokohama so as to enable lighters to avoid a dangerous voyage between these places.

Shipowners have followed, with a great deal of interest, the Board of Trade inquiry into the loss of the *Thistlemore*. The catastrophe, which involved considerable loss of life, appeared to them to challenge the effectiveness of the coast-guarding arrangements on our coasts to a degree which required close scrutiny. On this score there is certainly nothing to complain about, for, while the inquiry was in part directed to the circumstances which rendered the *Thistlemore* unmanageable in the gale, which prevailed, the alleged defects in the coastguard service were thoroughly examined. The result is a finding that the *Clovelly* lifeboat arrived on the scene of the disaster too late, simply through the hesitation and want of initiative on the part of one coastguardman and the gross neglect of duty of another.

The court of inquiry holds that the system of coast-guarding on the dangerous North Devon shore is "good as far as it goes," but it suggests that it should go further, and that the coast-guard should be increased, if necessary, to secure patrolling in rough weather, where practicable. This reads like a rather definite challenge of the policy of the Admiralty in steadily reducing the coastguard of recent years. In this respect, therefore, the finding is important. But it will also have the effect of enforcing attention to the point that this question of coast-guarding, although primarily a Board of Trade matter, is undertaken voluntarily by the Admiralty, so that the Board of Trade has no real control of the arrangements. It would seem probable that the *Thistlemore* catastrophe will eventually in a reconsideration by Mr. Buxton of the whole question of coast-guarding.

Since the recovery of his Majesty's ship *Gladiator*, which stranded off Yarmouth, Isle of Wight, after collision with a liner, no similar operation has been attended with greater interest than the effort to rescue the stranded Atlantic Transport liner *Africahaka* from the embrace of the rocks at the Solilies. The success which attended the rescue attempt must be largely credited to the sagacity of the Liverpool Salvage Association, whose officials have had great experience in this class of work. The *Ranger*, the salvage tug used once more on this occasion, was at an earlier stage of her career a British gunboat. Built of wood, she is well able to stand up against the jagged plates of a wounded vessel. The *Ranger*, by the way, is a sister ship of the *Concorde*, with which a famous exploit of Lord Charles Beresford is associated.

According to a Cherbourg journal, a new combination in Transatlantic shipping is in contemplation. This is the amalgamation of the French Compagnie Generale Transatlantique and the American Line. The boats of the new amalgamated service would fly in some cases the French flag and in others the Stars and Stripes. The financial reason of the proposed combination is the necessity of competing with the Cunard, the Hamburg-American, and the North German-Lloyd, which outstrip the French company now in speed by from twelve to twenty-four hours on the crossing. The report of the amalgamation must, however, be at least premature, even if there be some truth in it. The Compagnie Generale Transatlantique is subsidised by the French Government, and presumably would lose the subsidy by the amalgamation. The French Government would scarcely lend financial support to a Franco-American combination flying the American as well as the French flag.

## THE PROCLAMATION OF KING GEORGE.

LONDON, May 8th.

On Monday King George V. was proclaimed King of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, Defender of the Faith, Emperor of India.

Through the courtesy of the authorities we were enabled to follow the royal procession from St. James' Palace to the City. Thousands of people crowded the streets, which were lined by troops and police. At Friary Court well-known officials, politicians and Society leaders had assembled by nine o'clock, by which time when the King of Arms, heralds, the Duke of Norfolk, Hereditary Earl Marshal of England, High Army officers, members of Privy Council and Cabinet arrived. It was noticeable the children of the Royal Household, Prince Edward (Duke of Cornwall) Prince Albert, both in Naval uniform, viewed the proceedings from a wall at Marlborough House. As Big Ben tolled four trumpeters sounded a fanfare, all hats were off, and Sir Alfred Scott-Giles (in his Garter King's Guard's livery), supported by the Duke of Norfolk and several of the Lord Chamberlains, at the close of which the Duke of Norfolk shouted in a fine voice, "God Save the King." The band then played the National Anthem, and Union Jacks, which had been previously flying half-mast, were run up to the mastsheads, where they remained for the day. The crowd from here down the Mall sang the National Anthem as in one voice. The procession then proceeded in carriages to Charing Cross, where the same ceremony was gone through in the presence of a vast throng of people. Before the last word of the Proclamation was read a white-haired man from a carriage raised his hat and called out, "Long Live the King." This was followed by cheers for the King and "Good Queen Mary." It was not until the cheers had died away that the band played the National Anthem. The procession then wended its way to Temple Bar, where the ancient pictoresque ceremony which recognises the historic Duke of Norfolk as the oldest peer of the realm and citizens was performed. In times gone by, when the Crown and the City had divergent views upon such matters as taxation, the City had occasion to maintain its right to close the City gates against the King's emissaries. The need to exercise that right has happily passed; the gate at Temple Bar no longer remains to be closed or opened. But historic privilege still survives in the form of an ancient custom to be observed on such occasions as this with pleasing archaic form and ceremony.

On arrival, the herald's procession found the city barred by a sullen crowd stretched across the roadway. Sir John Knill, the Lord Mayor, in his robes and chain of office surrounded by his sheriffs and aldermen, was standing within his own territory on the City side of the Griffin. He had come dutifully to receive the King's emissaries in his State coach. Some of his citizen train, with a fine sense of the historic, had arrived on horseback and trumpeters arrived and the City Marshal challenged, "Who comes here?" Blunderbuss replied, "The Officer of Arms, who demands entrance into the City to proclaim His Royal Majesty George V." The rope was withdrawn, and the Lord Mayor welcomed the Blunderbuss, who read the Proclamation again, and the same was afterwards formed and proceeded to the Royal Exchange. Here some 8,000 people had assembled in the streets and on house-tops. On the portico of the building appeared the Lord Mayor and Corporation, Kings of Arms, heralds and trumpeters. Somerset Herald proclaimed King George's accession and then the herald in a loud voice called, "God Save the King." A mighty cheer was given and the crowd sang the National Anthem, which was played in turn by the band. The crowd again sang the hymn and three magnificent cheers were given for the King and Queen.



## BANKS

**DEUTSCH-ASIATISCHE BANK.**  
CAPITAL FULLY PAID UP...Sh. Taels 7,500,000  
**HEAD OFFICE—SHANGHAI.**  
**BOARD OF DIRECTORS, JEWELIN.**  
**BRANCHES:**  
Berlin, Hamburg, Calcutta, Hankow,  
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On Fixed Deposits for 12 months 4 per cent  
for 6 " 3 " "  
for 3 " 2 " "

WM. DICKSON,  
Manager.

Hongkong, 27th April, 1910. [10]



## For your own comfort in Tropical Countries use **CALVERT'S** Carbolic Soaps.

Sold by local Chemists and Grocers. Made by F. G. Calvert & Co., Manchester, England.

Guarded against  
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### Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

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You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

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is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.

BY APPOINTMENT TO HIS MAJESTY THE KING.

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THE MIGHTY ENERGIZER

stimulates, nourishes and sustains without digestive efforts.

The Power of Beef  
is in BOVRIL.

## COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU. Its refreshing and exhilarating effects are a revelation to those who have never tried it before. "WINCARNIS" has a charm all its own, which you cannot fail to appreciate. The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

**MUSTARD & COMPANY.**

Wholesale Distributors for China and Hongkong.  
No. 22, Museum Road, Corner of Soochow Road, Shanghai.



### VESSELS EXPECTED.

**THE ENGLISH MAIL.**  
The P. & O. S. N. Co's str. *Arctica* left Singapore for this port on the 3rd inst. at 2.30 p.m., with the outward English Mails, and is due here to-day at about 5 p.m.

**THE AMERICAN MAIL.**  
The P.M. str. *Asia* is due here to-day at 6 a.m. The P.M. str. *Mongolia* left San Francisco on the 24th ultimo for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due at this port on the 24th inst.

The T.K.K. str. *Tonyo Maru* left San Francisco on the 31st ultimo, for Hongkong, via Honolulu, Japan and Shanghai, and is due to arrive here on the 25th inst.

**THE INDIAN MAIL.**  
The Indo-China str. *Loisang* left Calcutta for the Straits and Hongkong on the 27th ult., and is due here about the 12th inst.

**THE GERMAN MAIL.**  
The I.G.M. str. *Boon*, carrying the German Mails with dates from Berlin of the 18th ult., left Colombo on the 5th inst. a.m., and may be expected here on or about the 15th inst. p.m.

**THE AUSTRALIAN MAIL.**  
The I.G.M. str. *Cobden* left Sydney on the 4th inst. at noon, and may be expected here on or about the 25th inst.

**THE CANADIAN MAIL.**  
The C.P.R. str. *Empress of China* left Vancouver on the 25th ultimo p.m. for Hongkong via usual ports of call.

**MERCHANT STEAMERS.**  
The O.S.K. str. *Tacoma Maru* from Tacoma left Manila for this port on the 5th inst., and is expected to arrive here to-day.

The N.Y.K. str. *Mikihito Maru* (European Line) left Singapore for this port on the 3rd inst., and is expected here to-day.

The T.K.K. str. *Manchu Maru* sailed from Moji to this port on the 3rd inst., at 9 a.m., and is due to arrive here to-day.

The Mogul Line str. *Chayes* from United Kingdom left Singapore on the 2nd inst., and is due here to-morrow morning.

The "Ben" Line str. *Bowditch* from Antwerp and London left Singapore on the 2nd inst. for this port.

The N.Y.K. str. *Asa Maru* (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 30th ult., and is expected here on the 12th inst.

The O.S.K. str. *Seattle Maru* left Tacoma for this port via Japan and Manila on the 28th ult., and is expected to arrive here on or about the 5th prox.

### JAPAN-EXHIBITION.

(FROM OUR OWN CORRESPONDENT.)

LONDON, May 14th.  
In consequence of the national celebration of this feast of beauty was deprived of any ceremonial opening to-day. The Hon. President, H. R. H. Prince Arthur of Connaught, K.G., sent the Commissioner-General, Mr. Imre Kiralfy, the following telegram:—"On the occasion of the opening of the Exhibition, please accept my best wishes for its success."—"Arthur, Mod. President," to which a respectful reply was sent. As we are more interested in the Eastern side of this great Exhibition we must, after congratulating Mr. Kiralfy on his energy and skill, accord to Mr. Hikojiro Wada, the Commissioner-General of the Imperial Commission and his Commissioners, our admiration of their work in bringing to the West the finest exhibition of works of art that has ever been seen out of Japan. We have the products and resources, arts and crafts of Nippon. On entering at Uxbridge Road we pass through a series of palaces lined with cherry blossom and chrysanthemum, Japanese kimonos, mythological statues, marvels in horticulture, and picturesque native stalls with Japanese articles for sale. In the Scenic Hall is a fine view of Miyajima, and there we see Japan's four seasons with all their varied beauty. Thence we come to the Palace of Spectroscopy, where visitors will see by a long series of views of Japanese life in every phase, Japanese scenery, and Japan at play and at war. Passing next through exhibits by the Japanese Government Railways, Departments of Justice and Finance until we come to Wood Lane, we emerge from a grand avenue of tall cryptomeria trees and rows of stone lanterns, and enter the Red Gate of Nara, where we admire the beautiful carving and graceful tapering of the wood. On the right and left are the tableaux depicting 2,500 years of Nippon, already described in our former notice. The Japan Society here exhibits many historical objects such as documents relating to Will Adams, the first Englishman in Japan, a suit of Japanese armour presented to King Charles II. in 1673, another suit from Windsor, formerly in the possession of George III., armour and swords presented to the Duke of Edinburgh on his visit to the East, &c. On the left of the Court of Honour is the Japanese Industrial Palace, full of beautiful examples of Japanese goods, where over 800 Japanese firms are exhibiting. These represent furniture, upholstery, cabinets, scrolls, silk, cotton, dyed fabrics, lace, toilet and fancy articles, kimono and obi, etc. The magnificence of the Oriental display is striking. Passing on we note that an exhibit from Kyoto is an exact facsimile of the sacred gateway, Chokushi Mon, the original being in the Temple of Higashi Hongwanji. Opposite is a model of the Temple of the Gods in Shiba Park, Tokyo. We come to an elaborate stand of sacred altars and bronzes and gilt fittings, and enter the Garden of Peace, where we see the exquisite example of the Japanese gardeners' art, a poem of nature, which certainly will be one of the chief attractions. In the native section of the Palace of Natural Resources some 900 firms, associations and institutions are represented. It is devoted to chemicals, alimentary, agriculture, metallurgy and marine products.

In the Japanese Colonial Palace, occupied wholly by the Government, we see what has been accomplished in Korea, Japan, and Manchuria. We see the results of Japan's work as a colonial Power, and Japan justifies herself in claiming respect as such. The display in the Japanese Government Departments is one of the most interesting. There are the Red Cross Society, Medical Society, ancient and modern accoutrements, Naval models, Post Office, Home Office, and a series of most effective battle tableaux representing in dioramas the most important national and international wars. The Japanese Art Section is very fine. It contains models of Todaiji, Buddha, a series of twelve models illustrating the development of Japanese architecture, specimens of sculpture dating back to the 7th century; carving in wood and metals, examples of paintings, etc. In the great industrial machinery hall the whole of the wing has been taken by the Japanese and is filled with arts and treasures. One special attraction must be mentioned, that of the Nippon Yusen Kaisha showing two models of their vessels standing in a bay of Spring and Autumn amidst what are seats for the weary sightseer to rest. Having tarried so long in the pavilions the fresh air of the Japanese Gardens will be appreciated. They produce artistic repose and harmony, and here we can retire into tea-houses and partake of the refreshing cup, attended to by real native women. A great attraction will be the famous wrestlers from Japan, in the Canadian Pavilion, and two Japanese Theatres, where over a hundred artists from Japan will provide entertainment. Fair Japan, or Japanese village, is very attractive, and here amid proper scenic settings we see the native work and art of play-Formosa. She, warlike dwellers of Formosa, reside in their own peculiar native-built houses, and are seen at their occupation and sports, war-dances, etc. The Ainu Home is another unique attraction. There is also a Japanese variety show, jingles and physical culture. A Japanese tea-house is an exact replica of those found in the Far East, and dainty little Japanese maidens attend.

### WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 7th at 11.55 a.m.—The barometer has fallen quickly in N.E. Japan owing to the depression, which is moving slowly Eastwards over Hokkaido.

Barometric changes in other areas are slight. Pressure is high over the N. part of the China Sea and the Pacific towards the Bonins, and relatively low over the Yangtze valley.

Moderate or fresh S. and S.W. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.04 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: S. winds, moderate or fresh, fair.  
Same as No. 1.  
South coast of China between Hongkong and Lantau: Same as No. 1.  
South coast of China between Hongkong and Hainan: Same as No. 1.

### LATEST STEAMER MOVEMENTS.

The T.G.M. str. *Darffinger*, which left here on the 1st inst., at 1 p.m., arrived at Singapore on the 5th inst., at 5 p.m.

The Mogul Line str. *Lennos* left United Kingdom on the 4th inst. for Hongkong via Straits.

The O.P.R. str. *Empress of Japan* arrived at Shanghai at 9.30 a.m. on the 7th inst., and left again at 8 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. on the 9th inst.

The T.K.K. str. *Hongkong Maru* left Moji for this port on the 6th inst., at 6 a.m., and is due here on or about the 11th inst.

The P. & O. str. *Jaca* is expected to arrive at Colombo on the 16th inst., at 8 a.m.

The P.M. str. *Korea* left San Francisco on the 7th inst. for Hongkong, via Japan and Shanghai, and is due here on the 4th prox.

### TO THE DEAF.

SIMPLE HOME TREATMENT REVOLUTIONIZES METHOD OF TREATING DEAFNESS.

FULL DESCRIPTION SENT FREE.

A marvellous discovery has just been given to the world which adds one more victory to the many triumphs of science over disease.

The Deaf can hear!!!  
No longer need deaf people go about wearing the staid, pathetic expression caused by their affliction, a positive burden to themselves and those around them. No longer need they incur the expense or suffer the pain of dangerous surgical operations, useless methods, or cumbersome apparatus.

Old prejudices and time-worn fallacies have been entirely swept away. This wonderful discovery enables the patients to cure themselves speedily and surely in their own homes, without a visit to the doctor or even the aid of an appliance.

The current number of the "Otolological Gazette" contains a full description of this new method of treatment. A copy of this issue will be sent free of all charge to every reader who is suffering from Loss of Hearing or Ear Trouble in any form.

Write to-day (a postcard will do) and secure a free copy before the edition is exhausted, addressing: THE AURAL REMEDIES CO., Dept. 133, Craven House, Kingsway, London, England.

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### NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th June, at 9.30 a.m.

All Claims must reach us before the 11th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN.  
MELCHERS & Co.,  
General Agents.  
Hongkong, 31st May, 1910.

"INDRA" LINE LIMITED.  
NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADEO."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 8th inst., at 6 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 a.m. on the 8th inst. No claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessels arrival here.

Optional goods will be landed here unless instructions are given to the contrary before arrival.

JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, 2nd June, 1910.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 7th June, at 9.30 a.m.

All Claims must reach us before the 11th June, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo  
Ex. S.S. "BARBARO" from Venice.  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 31st May, 1910.

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

The Co.'s S.S. "TACOMA MARU,"  
FROM TACOMA, JAPAN AND  
MANILA.

THE above-mentioned Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, the 11th inst., at NOON, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on MONDAY, the 13th inst.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.  
Hongkong, 7th June, 1910.

S.S. "ARMAND-BEHIC."  
COMPAGNIE DES MESSEGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. "Medeo" from Dunkerque ex S.S. "Vile de Constant" from Havre ex S.S. "Medeo" in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon on the 6th June, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining undelivered after the 13th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th June, or they will not be recognized.

All damaged packages will be examined on the 13th June, at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.  
Hongkong, 4th June, 1910.

### NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"WESTPHALIA."

Captain Buch, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before 10 a.m. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:  
Ex S.S. "Norge" from Gothenburg;  
Ex S.S. "Hilma Bjorn" from Halmstad.  
HAMBURG-AMERICA LINE,  
Hongkong Office.  
Hongkong, 6th June, 1910.

"GLEN LINE OF STEAMERS."

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, HULL,  
LONDON AND SINGAPORE.

THE Steamship

"GLENUTRET"

Captain B. Webster, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their



## FORTHCOMING EVENTS.

Thursday, 9th June—Auction of Bafan Coal at their Coal Storage Yard and Godown, To Kwa-Wan, by Messrs. Hughes & Hough, 11 A.M.

Saturday, 11th June—Auction of Assorted Marine Cigars at Sales Rooms, by Messrs. Hughes & Hough, 11 A.M.

## SHIPPING.

## ARRIVALS.

ALICE WORMAN, British str., 1,449, J. D. Martin, 7th June—Salmon 2nd June, Rice and General—Chinese.

Asa, Japanese cruiser, Sato, 7th June—Singapore.

CHONGSHING, British str., 1,265, Liddell, 7th June—Tientsin 28th May, General—Jardine, Matheson & Co.

FOOKANG, British str., 1,987, T. A. Mitchell, 7th June—Singapore 1st June, General—Jardine, Matheson & Co.

FUKU MARU, Japanese str., 4,189, Y. Marukami, 6th June—Moji 1st June, Coal—Mitsui Bussan Kaisha.

HAINU, French str., 636, E. de Catalano, 7th June—Haiphong 4th June, Rice and General—Messageries Maritimes.

HAIRATA MARU, Jap. str., 6,161, A. Mooker, 7th June—Singapore 1st June, General—Nippon Yusen Kaisha.

KWANGLOO, Chinese str., 1,468, Losoren, 7th June—Shanghai 3rd June, General—O. N. S. N. Co.

KUMANO MARU, Japanese str., 3,147, M. Winkler, 7th June—Nagasaki 3rd June, General—Nippon Yusen Kaisha.

PAKAT, German str., 1,018, J. Weyel, 6th June—Bangkok 30th May, Rice—Butterfield & Swire.

SENEGAMBIA, German str., 3,780, Eckhorn, 7th June—Shanghai 3rd June, General—Hamburg-Amerika Linie.

SHAN, British str., 2,650, E. J. Pottinger, 7th June—Tientsin 2nd June, Salt and General—Butterfield & Swire.

SHAOHING, British str., 1,307, McIntosh, 6th June—Shanghai 2nd June, General—Butterfield & Swire.

SILVIA, German str., 6,820, Porcellus, 7th June—Zankow 31st May, General—Hamburg-Amerika Linie.

Soro, Japanese cruiser, Suzuki, 7th June—Singapore.

YFROCHOW, British str., 1,216, D. Frazier, 7th June—Swatow 6th June—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
7th June.

Glentworth, British str., for Shanghai.

Hongkong, French str., for Haiphong.

Kwonglo, Chinese str., for Canton.

Kwonglo, British str., for Swatow.

Pleasant, German str., for Bangkok.

Shinshiki Maru, Japanese str., for Moji.

Silvia, German str., for Straits.

Soko Maru, Japanese str., for Swatow.

Suichow, German str., for Haiphong.

Tungo Maru, Japanese str., for Singapore.

Yuzata Maru, Japanese str., for Nagasaki.

Yingchow, British str., for Saigon.

## DEPARTURES.

7th June.

AMIGO, German str., for Haiphong.

CHENAN, British str., for Canton.

HAITAN, British str., for Swatow.

HELEN, German str., for Tientsin.

ILYRIA, German str., for Straits.

JAPAN, British str., for Singapore.

KIANG CHING, Chinese str., for Canton.

KWONGLO, British str., for Shanghai.

MATHIEU, German str., for Haiphong.

NANCHANG, British str., for Swatow.

PAKHOI, British str., for Saigon.

SHANG BEE, British str., for Amoy.

SINGAN, British str., for Haiphong.

TEAR, British str., for Manila.

TOURANE, French str., for Europe, &c.

WESTERLINA, German str., for Shanghai.

## SHIPPING REPORTS.

The British str. Yungchow reports: Moderate breeze and fine weather.

The French str. Hainu reports: Fresh southerly winds and clear weather.

The British str. Fookang reports: Fine weather, smooth sea, light winds, favourable currents.

## VESSELS IN DOCK.

June 7th.

Kowloon Dock—Union, St. Enoch, S.M.S. Cornwall, Gloria, John Frontie, Sario Bender, Mancho, Lightning, Itha Verde.

TAIKOO DOCK—Sueric, Tai On, Callao.

## VESSELS ON THE BERTH

## CANADIAN PACIFIC RAILWAY CO.

## FOR VANCOUVER.

## THE Steamship

## "OCEANO."

## From Hongkong.

## On SATURDAY, the 11th JUNE.

## FOR VANCOUVER DIRECT.

## To be followed by

## SUEVIC ... 18th June.

## KUMERIC ... 5th July.

## AMERIC ... 25th July.

## SUEVIC ... 23rd Aug.

## Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

## For further information regarding rates of freight, etc., apply to

## CANADIAN PACIFIC RAILWAY CO.,

## Hongkong.

## Hongkong, 27th May, 1910. [687]

## "INVER" LINE OF STEAMERS, LTD.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship,

## "INVERLYDE."

## Capt. Alexander will be despatched as above on SATURDAY, the 25th inst.

## For Freight apply

## JARDINE, MATHESON &amp; Co., Ltd.

## Agents.

## Hongkong, 7th June, 1910. [727]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "Lw," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c., VIA USUAL PORTS OF CALL.	ASSAULT	Brit. str.	—	Owen Jones, R.N.	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	W. H. S. Hall, R.N.	P. & O. S. N. Co.	About 15th inst.
LONDON, ROTTERDAM & ANTWERP.	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON, & Co., Ltd.	About 20th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SILVIA	Ger. str.	k. w.	Porzelius	HAMBURG-AMERIKA LINE.	About 20th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITHONIA	Ger. str.	k. w.	Behmer	HAMBURG-AMERIKA LINE.	About 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Eckhorn	HAMBURG-AMERIKA LINE.	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINE.	On 19th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	WESTPHALIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERIKA LINE.	On 19th inst.
MARSEILLES, &c., VIA PORTS OF CALL.	ARABIA	Ger. str.	k. w.	Ristorcelli	HAMBURG-AMERIKA LINE.	On 17th July.
MARSEILLES, COENHAGEN & GOTHENBURG	CANTON	Freder.	—	Ristorcelli	MESSAGERIES MARITIMES	On 21st inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	MELCHERS & Co.	Middle of June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 22nd inst., at D'Light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	P. E. FRIEDRICH	Ger. str.	—	E. Holman	NIPPON YUSEN KAISHA	On 6th July, at D'Light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	E. F. FRIEDRICH	Ger. str.	—	E. Holman	MELCHERS & Co.	On 15th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AFRICAN PRINCE	Aus. str.	—	H. Cobol	SANDER, WHEELER & Co.	On 10th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INVERCLYDE	Brit. str.	—	Alexander	ANDERSON, KERR & Co.	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	JARDINE, MATHESON & Co., Ltd.	On 11th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 11th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 18th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 25th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 16th Aug., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 21st inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 19th July, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 25th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 18th inst., at D'Light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 25th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 8th July, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	To-day, at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	To-morrow, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	About 28th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit. str.	—	F. W. Davies	CANADIAN PACIFIC R. Co.	On 10th inst., at 4 P.M.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO					







# D. SCHOLTE & CO., AMSTERDAM.

**DUTCH PIECE GOODS: SHIRTINGS,  
SPANISH STRIPES, DRILLS,  
CASHMERES, ETC., AND ALL SUNDRIES.**

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM,**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

34-3]

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
Route to EUROPE.

Mails from EUROPE via SIBERIA:—

Date of Despatch from London.	Date due in Hongkong.	Vessel.
20th and 21st May.	10th inst.	Assaye.

The *Assaye*, with the American mail is due to arrive here to-day.  
The *Assaye*, with the English mail of the 13th ultimo, left Singapore on Friday, the 3rd  
instant, at 2.30 p.m., and may be expected here to-day. The parcel mails closed in London  
for despatch by the all sea route on the 4th of May and for despatch overland on the 11th  
of May.

FOR	PER	DATE.
Swatow and Shanghai	Kwongkong	Wednesday, 8th, 8.00 A.M.
Swatow, Amoy and Ningpo	Soshu Maru	Wednesday, 8th, 9.00 A.M.
Haiphong	Hongkong	Wednesday, 8th, 9.00 A.M.
Nagasaki, Kobe and Yokohama	Sui Maru	Wednesday, 8th, 11.00 A.M.
Shanghai	Yawata Maru	Wednesday, 8th, 1.00 P.M.
Macao	Kwongkong	Wednesday, 8th, 1.15 P.M.
Shanghai and Kobe	Hakata Maru	Wednesday, 8th, 4.00 P.M.
Shanghai	Aradia	Wednesday, 8th, 4.00 P.M.
SIBERIAN MAIL TO EUROPE	Sui Cheong	Wednesday, 8th, 5.00 P.M.
Port Bayard	Fukui Maru	Wednesday, 8th, 5.00 P.M.
Moji	Choshu Maru	Thursday, 9th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Lightning	Thursday, 9th, 11.00 A.M.
Singapore, Penang and Calcutta	Rajah	Thursday, 9th, 1.15 P.M.
Bangkok	Sui Tai	Thursday, 9th, 3.00 P.M.
Macao	Shanghai	Thursday, 9th, 3.00 P.M.
Shanghai	Chuanan	Thursday, 9th, 3.00 P.M.
Swatow, Amoy and Foochow	Haikang	Friday, 10th, 9.00 A.M.
Shanghai, Kobe and Moji	Fookang	Friday, 10th, 11.00 A.M.

**SAVE 75 per cent.**

16, 32, 50, 100, 200 C.P.

IN STOCK

METALLIC

**"OSRAM"**

LAMP

(BRITISH MANUFACTURE)

BESIDES REDUCING YOUR  
ELECTRIC LIGHT BILL  
SO CONSIDERABLY  
THE LIGHT

IS BETTER AND MORE  
PLEASING.

ANOTHER POINT IS  
THAT THE "OSRAM"  
LAMP HAS THE LONGEST  
LIFE, DOES NOT BLACKEN.

AVOID IMITATIONS

SEE THE WORD

"OSRAM."

SOLE AGENTS FOR SOUTH CHINA:

**WILLIAM C. JACK & CO. LTD.**

ELECTRICAL ENGINEERS, CONTRACTORS AND IMPORTERS.

TELEPHONE 355. 14, DES VUE ROAD CENTRAL. [404]

## CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

LONDON ADDRESS:

3A, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★★★★★

★★★★★

"IMPERIAL WHISKY"

(A MAGNIFICENT BRAND, SPECIALLY  
SELECTED FOR THE FAR EAST.)

WHISKY, FINE MALT

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, DO. WHITE LABEL

WHISKY, G.P. & CO.'S "SPECIAL

BLEND"

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERRY, LA TORRE

SHERRY, AMOROSO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

**SIEMSEN & CO.,**

HONGKONG AGENTS.



**TOBACCO YOU CAN ENJOY.**

**Old English  
CURVE CUT TOBACCO**

**A SLICE TO A PIPEFUL.**

This choice quality tobacco is packed by a special  
vacuum process, it therefore retains that delightful aroma  
and exquisite flavour natural to the finest tobacco leaf.

**"IT DISAPPOINTS NO ONE."**

Packed in tins containing  $\frac{1}{2}$  lb. with a handsome curved  
case which fits the pocket, and is the most convenient way  
to carry a pipe tobacco sufficient for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

## SHARE LIST.—QUOTATIONS.

HONGKONG, JUNE 7th, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sellers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	50,000	\$12	\$12	\$104, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$12, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$94, sellers
<b>COMMERCE.</b>				
Eric Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 60	Tls. 50	Tls. 150.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$61, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 684
Lau-Kung-Mow Cotton Spinning Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 71
Yongkoo Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 250.
<b>DAIRY FARM COMPANY, LIMITED</b>	40,000	\$74	\$6	\$19, sales
<b>DOCK &amp; WHARF.</b>				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$59, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$59, sellers
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	65,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 122.
<b>LEWIS &amp; CO., LIMITED</b>	18,000	\$25	\$25	\$10, sellers
<b>GREEN ISLAND CEMENT CO., LIMITED</b>	400,000	\$10	\$10	\$74, sellers
<b>HONGKONG AND CHINA GAS CO., LIMITED</b>	7,000	\$10	\$10	\$205.
<b>HONGKONG ELECTRIC CO., LIMITED</b>	60,000	\$10	\$10	\$20, sellers
<b>HONGKONG HOTEL COMPANY, LIMITED</b>	12,000	\$50	\$50	\$1074
<b>HONGKONG ICE COMPANY, LIMITED</b>	8,000	\$25	\$25	\$34
<b>HONGKONG ROPE MANUFACTURING CO., LIMITED</b>	5,000	\$25	all	\$160, sellers
<b>INSURANCE.</b>				
Caution Insurance Office Co., Limited	10,000	\$250	\$50	\$1774
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, buyers
China Traders Insurance Co., Limited	20,000	\$83.33	\$25	\$374
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$347, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$325, sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$230
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$102, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	\$10	\$34
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 110.
West Point Building Co., Limited	12,500	\$50	\$50	\$40, sellers
<b>Mining.</b>				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625.
Bank Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$74, sellers
Peak Tramway Co., Limited	25,000	\$10	\$10	\$14, x.d.
Philippine Co., Limited	75,000	\$10	\$10	\$150, x.d., buy.
<b>REFINING.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$170, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$28, sellers
<b>ROBINSON PIANO CO., LIMITED</b>	4,000	\$50	\$50	\$50, sellers
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$8, sellers
Deutsche Steamship Co., Limited	20,000	\$50	all	\$33, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$294, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$68 sal. (L'don
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$26.10.
Star Ferry Company, Limited	2,000,000.	\$1	\$1	\$5.
South China Morning Post, Limited	10,000	\$10	\$10	\$244.
Steam Laundry Company, Limited	10,000	\$5	\$5	\$14, sellers
Straits and Borneo Steamship Co., Limited	6,000	\$25	\$25	\$25, buyers
Yam Seng & Co., Limited	20,000	\$5	\$5	\$5, buyers
<b>WATERBURY &amp; CO., LIMITED</b>	1,200	\$10	all	\$10.
Watkins, Limited	15,000	\$7	\$7	\$3, sellers
A. S. Watson & Co., Limited	10,000	\$10	\$10	\$3, x.d. buyers
Weissmann, Limited	90,000	\$10	\$10	\$6, x.d. buyers
United Asbestos Oriental Agency, Limited	3,000	\$10	\$10	\$10, buyers
Union Waterboat Co., Limited	9,900 ordy.	\$10	\$10	\$111, sellers
<b>BUSINESS.</b>	100 fiders	\$10	\$10	\$500.
Singapore and Johore	50,000	\$10	\$10	\$9, sellers
<b>OPUM.</b>				
Malwa New				\$20 (Str.)
Malwa Old				\$20 (Str.)
Malwa				\$28 (Str.)
Malwa Older				6/6
Malwa V. Old				27/6
Malwa V. Old				125/
Malwa V. Old				9/ prem.
Malwa V. Old				75/
Malwa V. Old				57/6
Malwa V. Old				125/
Malwa V. Old				80/
Malwa V. Old				30/ prem.
Malwa V. Old				6/6
Malwa V. Old				7/
Malwa V. Old				90/
<b>STEAMERS PASSED THE CANAL.</b>				
May 15th—Hysan, Mishima Maru. 17th—				
Nile, Arabia. 24th—Benlarig, Carigasshire,				
Glamorganshire, Kaitow, Kinkook, Palmyra, Wes-				
ho, Poona, Room, Bonah, Boya Maru, Poyah-				
Castle, 27th—Gleason, Kaga Maru, Polyphe-				
rus, Tonkin, Verona, 31st—Brazilia, Glenak,				
Gedra, Konyak, 3rd—Andria, Braemar, C.				
Ford, Lucas, Derivation, Macnam, Salatia,				
Sardinia, Silecia, Boya Maru, Tauser, Inveria,				
Java.				

Loans. Amount. Value. Interest. Quotation.

Chinese Imperial 1886 Tls. 767,200 Tls. 250 7% p. annum Par.

VERNON & SMYTH, Share-Brokers.

## COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

	June 7th.
ON LONDON:—	
Telegraphic Transfer	1/94
Bank Bills, on demand	1/94
Bank Bills, at 30 days' sight	1/94
Bank Bills, at 4 months' sight	1/94
Bank Bills, at 6 months' sight	1/94
Documentary Bills 4 months' sight	1/104
ON PARIS:—	
Bank Bills, on demand	227
Credits, at 4 months' sight	2304
ON GERMANY:—	
On demand	184
ON NEW YORK:—	
Bank Bills, on demand	434
Credits, at 60 days' sight	444
ON BOMBAY:—	
Telegraphic Transfer	135
Bank, on demand	1354
ON CALCUTTA:—	
Telegraphic Transfer	135
Bank, on demand	1354
ON SHANGHAI:—	
Bank, at sight	744
Private, 30 days' sight	754
ON YOKOHAMA:—	
On demand—Pescos	88
ON MANILA:—	
On demand	1074
ON SINGAPORE:—	
On demand	764
ON BATAVIA:—	
On demand	34
ON HAIPHONG:—	
On demand	34
ON SAIGON:—	
On demand	34
ON BANGKOK:—	
On demand	34
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$59.20
SILVER, per oz.	244

## SUBSIDIARY COINS.

	per cent.
Chinese	20 cents pieces.....\$6.83 discount.
Chinese	10 ".....\$9.28 "
Hongkong	20 ".....\$8.42 "
Hongkong	10 ".....\$9.15 "

## SIEMSEN & CO.,

Hongkong.

Machinery Dept.

**Felten & Guillaume**  
**Lahmeyer Werke,**  
**Dynamo Works,**  
**Frankfort o/M.**

## GENERATORS MOTORS.

for Direct, Single or Multiphaes current, belt-  
drive, rope-drive or Direct—coupled.

Transformers, Arc Lamps, Meters, Measuring  
Instruments and Switchboards.

Complete Light and Power Installations of every  
size and System undertaken.

Prospectus and Estimates Free.

## OPUM.

June 4th

Quotations are:—	
Malwa New	\$2,100/2,120 per picul.
Malwa Old	\$2,130/2,140 "
Malwa Older	\$2,150/2,160 "
Malwa V. Old	\$2,170/2,200 "
Malwa V. Old	\$1,400/1,500 "
Malwa V. Old	\$2,200 "
Malwa V. Old	\$2,235 per chest.
Malwa V. Old	\$2,235 "
Malwa V. Old	\$2,250 "

## STEAMERS PASSED THE CANAL.

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Nile, Arabia. 24th—Benlarig, Carigasshire,  
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rus, Tonkin, Verona, 31st—Brazilia, Glenak,  
Gedra, Konyak, 3rd—Andria, Braemar, C.  
Ford, Lucas, Derivation, Macnam, Salatia,  
Sardinia, Silecia, Boya Maru, Tauser, Inveria,  
Java.

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